

## REPORT

CD NO.

25X1

**COUNTRY**

## East Germany

DATE DISTR.

13 October 1955

**SUBJECT**

## East German Air Armament

NO. OF PAGES

2

**PLACE  
ACQUIRED**NO. OF ENCLS.  
(LISTED BELOW)

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DATE OF INFO.

**SUPPLEMENT TO  
REPORT NO.**

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THIS IS UNEVALUATED INFORMATION

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- 11-14  
meeting of the [redacted]  
the position figure [redacted]
2. About April 1955 [redacted]  
One of them was [redacted]  
in [redacted] for the [redacted]. For [redacted]  
were [redacted] to serve as prototypes. The aircraft were scheduled to be  
stored in hangars which allegedly were located on the building site east  
of the former supply depot.
3. In order to save weight in the construction [redacted]  
replace the U-girders as strengthening [redacted]  
as the latter allegedly would be lighter than the U-girders and yet be  
equally strong.
4. In April 1955, the Pirna collective dealt with the improvement and modification  
of the preliminary drafts for type "P 152".
5. It was planned to transfer the entire cell development section to Dresden-  
Klotzsche and merge it with the [redacted] construction of [redacted]. Preparations  
for this transfer were [redacted] this  
preparatory work had [redacted]  
Power plant development [redacted]  
Mass production was expected [redacted] [redacted] [redacted] [redacted]  
gear and mass production [redacted]
6. The personnel at the Pirna material depot totalled between 500 and 600  
persons including an enormous number of technical draftswomen.
7. The Dresden-Klotzsche plant was named "Industriewerk Klotzsche" (Klotzsche  
industrial works). It was intended for framework construction (prototypes).  
Frame development also was scheduled to be transferred to Klotzsche.

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was abandoned allegedly because of the lack of sufficient water. Although the originally intended construction of an atomic pile has been given up, the inhabitants of Hellerau were evicted because aircraft were to be built in Hellerau-Kletsche. The dwellings thus evacuated were reserved for the specialist workers and engineers of the aircraft factory, who were expected there with their families.

9. The former Wandeler-Werke, now a VEM, in Chemnitz, which formerly produced typewriters, was being converted into an armament factory. The items to be manufactured there included aircraft engines, being brought together, total about 5,000 persons, was being brought together. The necessary conversion work, An engine test stand will also be erected. The manufacture of engine machines is to be transferred to the Astra-Werke.
10. Braune (fma) was mainly responsible for the investments for HV 18. He was assisted by Weber (fma), former building manager of the Strausberg, for Firma, and Kurshals (fma), former technical head of construction techniques, for Kletsche.
11. Up to April 1955, a total of 45 excavators were employed and the subcontracting firms in Firma and Kletsche.
12. A new engineering school for light metal constructions was scheduled to be founded in Dresden. The specialist students were picked from each class of the other similar lines. According to their political views, (activist), they were scheduled to be sent to Dresden to attend the new school.
13. In many cases the specialist students who on finishing their six-term studies had passed their engineer examination at the specialist schools were drafted for Firma. For example, about 12 men were drafted from the Rosswein specialist school for mechanical construction, as were some other ex-students from other specialist schools, in particular from the Mittweida specialist school for electrotechnics. The initial salary of these young engineers was set at 800 east marks.
14. During the period from October 1954 to May 1955, a total of 14 ELMO<sup>22</sup> engineers were released at the request of Firma and assigned to Firma. They were former engineers of the JUNKERS firm.

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1. Comment: the first prototypes of IL-14 aircraft, packed in boxes, arrived at the VEB material depot in Freiberg/Saxony in June 1955.

2. Comment: VEB Elektromotorenwerk Oschersleben, Oschersleben (Bode).

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